



"The Power of Partnership"



Overview of FTI

Frequently Asked Questions

Strategic Vision!

The FTI Strategic Vision is to achieve an integrated suite of products, services and business practices that better meet the present and future telecommunications needs of the National Airspace System (NAS) in the 21st century.

Who?

The FTI Contract was awarded to Harris Corporation on July 15, 2002. Acting as the FTI systems integrator and prime contractor, Harris is leading a team of top telecommunications companies consisting of BellSouth Corporation, Qwest Communications, SBC Communications, Sprint, and Verizon Communications. Over the next decade, the Harris FTI Team in partnership with the FAA will incrementally replace systems that currently comprise FAA's operational networks. The FTI contract is a performance based services contract consisting of a 5-year base with options that could extend the period of performance to a total of 15 years.

What?

The FTI program will introduce managed change in both network services and business processes. FTI will acquire a wide range of contractor provided Service Delivery Points (SDP) to SDP telecommunications services, hosted on a common physical infrastructure with an integrated network management system.

Partnership How?

In the FTI Program, we believe that the "Power of Partnership" is our key ingredient to success! FAA and Harris are actively partnering to continue communications, define requirements, assess facility impacts, and develop and distribute detailed program documentation. The FTI model is designed to motivate the vendor, Harris Corporation, to provide value to the government that is tied to contract revenue.

1. What is the objective of the FTI Program?

The objective of the FTI Program is to provide commercial services capable of meeting the present and future telecommunications needs of the FAA. FTI offers comprehensive, performance based telecommunications services that provide Service Delivery Point (SDP) to SDP telecommunications services for voice, data and video operational traffic. Commercially available telecommunications services will be acquired, operated and maintained by the prime contractor, Harris Corporation. FTI replaces the FAA owned multiplexing and switching networks, as well as telecommunications services currently leased from multiple providers.

2. Who will FTI services support?

FTI services will primarily support the FAA, DoD, and the United States Coast Guard. FTI will support users at other US Government facilities, including foreign ATC facilities, Air Carriers, and in foreign locations where the FAA mission must be supported.

3. How will the FAA ensure that FTI is compatible with existing FAA services?

Harris, in partnership with the FAA Technical Center, will conduct the following verification tests:

- *Service Interface Verification to verify interface, power and environmental specifications*
- *Service Integration Verification to verify inter operability with FAA equipment*
- *Information System Security Verification to verify system and communications security*
- *Operational Testing to demonstrate operational effectiveness and suitability*
- *Site Acceptance Testing to verify proper operation at each specific site*
- *Service Acceptance Testing to verify proper operation at each specific site*
- *Service Acceptance Testing to verify proper operation of each service before acceptance*
- *Quality Verification to verify satisfactory service delivery over time*
- *Independent Security Test to independently verify the system and communications security*
- *Support System Verification to verify the correct and timely operation of the NM&O and IBS*

These tests will confirm compliance to the FTI specification.

4. How does FTI compare to LINCS?

FTI provides "functional equivalents" of all the different types of telecommunications services that are currently provided by LINCS. By functional equivalents, we mean that the user (or user's system) should not be able to discern a functional difference or performance degradation, even though the underlying technology may be different. FTI will also provide other services not currently provided by LINCS.

5. What systems will FTI replace?

FTI will replace the FAA owned multiplexing and switching networks, as well as telecommunications services currently leased from multiple providers. Over time, FTI will replace LINCOS, DMN Network, NADIN II, FAATSAT, BWM, and FTS2001. RCL and LDRCL are within scope of FTI, but will be subject to further business case analysis.

6. Will FTI replace telephones, navid monitoring panels, or other end user hardware?

No. FTI provides end-to-end leased telecommunications services. It will not replace telephones or any other end user equipment at the controller positions.

7. What type of security does FTI provide?

FTI provides security services for voice, video, and data. There are nine different security levels for users to choose from, starting with basic confidentiality and integrity provided for all services, and continuing through enhanced features such as encryption and Virtual Private Networks (VPNs).

8. What air traffic facilities are going to see potential change first?

The build-out will begin with the ARTCCs.

9. Does NATCA have an FTI rep?

Yes. Greg Kardong is the national NATCA representative for FTI and has been working with the FTI Program since May 2000.

10. Will FTI coordinate with NATCA on contractor activities and service cutovers?

On site activities and cutovers will be coordinated in accordance with existing ANI and operational procedures. NAS operational circuit cutover schedules will be coordinated in advance with the Maintenance Control Centers, OCCs and operational personnel.

11. How will the transition from FAA owned and leased systems happen?

The transition strategy is centered on moving to FTI as quickly and efficiently as possible while continuing services at their required performance level. Special emphasis will be placed on minimizing disruptions at FAA facilities. A final strategy and Master Transition Plan, defining specific activities is currently being developed by the FAA & Harris, the FTI contractor.

12. Will FTI affect interfacility voice lines and if so, how?

FTI telecommunications services used for interfacility voice communications will meet voice quality requirements equivalent to today, and the transition will be transparent to the user. Initially implemented using the same 64 kbps bandwidth as today, use of 32 kbps bandwidth under FTI may be considered for some voice communications in the future, depending upon the results of appropriate analyses and tests to determine the acceptability and cost/benefits of the reduced bandwidth.

13. Will the NAS become 100% digital under FTI?

Digital technology offers many cost, performance and flexibility advantages over analog technology. FTI will utilize digital technology to the greatest extent possible, consistent with the resulting cost/benefit. However, digital capability is not available today on the telecommunications access segment (the "last mile") at many FAA remote facilities. While this situation is certain to improve over the 15-year life of FTI as the local telecommunications service providers build out their networks, it is likely that there will always be some FAA sites in the most remote locations (e.g., the "mountain top") that will not have digital access. In summary then, as FTI evolves over its 15-year lifecycle, the NAS telecommunications infrastructure will utilize more and more digital technology, and for all practical purposes may approach fully digital. But it is unlikely to reach 100%.

14. Who will fix equipment outages at air traffic facilities?

All equipment associated with FTI that is located at FAA facilities will be owned and maintained by Harris Corporation, the FTI contractor. Consistent with the leased services nature of FTI, Harris will be responsible for monitoring the performance of their equipment and associated telecommunications services, and for performing all necessary repairs when outages or other performance anomalies occur.

15. Implementation of FTI will require a significant and wide ranging coordination effort. How is this being addressed?

Coordination "Stakeholder Communications" sessions are ongoing across the NAS and a Transition & Implementation Working Group (TIWG) has been active for over 2 years to address the technical, logistical and associated Regional transition plans. These forums are sponsored by AOS and ANI and include Regional, Facility, and Union representation. As transition nears, it is anticipated that additional workshops and training sessions will be supported.

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